AMENDMENTS TO THE DRAWINGS:

The attached sheet of drawings includes a change to Figure 11 and replaces the original sheet inclusive of Figs. 1 and 11.

FIG. 11 – reference numeral 55 (second occurrence) has been changed to 57.

Attachment: Replacement sheet (Figs. 1, 11)

REMARKS

Reconsideration of the present application is requested.

The present invention relates to a tread which is to be regrooved. Typically, when a tread is worn until the tread wear indicators have been reached, it is recommended in the truck tire domain to make new grooves in the remaining tread rubber. Those new grooves can be made by an operator with the help of special tools. Currently, the operations are time-consuming and require a heightened degree of precision in order to avoid injuring the belt reinforcing structure of the tire.

It is conventional to provide filler material within the tread to occupy the regrooving groove. As soon as the wear of the tread reaches the filler material, that material is ejected by centrifugal force, thus forming new grooves. However, this results in the ejection of pieces of filler material of various sizes which when thrown off at high speeds can present a potential risk to nearby people or vehicles, as well as polluting the environment.

The presently claimed invention deals with that problem by providing an arrangement wherein even after the filler material has been exposed by tread wear, there remains a portion of the tread rubber that is situated radially outwardly of, and in radially overlying relationship to, a portion of the filler material which is capable of resisting radially forces tending to eject the filler material from the tread.

For example, in the preferred embodiment disclosed in connection with Figs. 1 and 2, the filler material 6 is separated from the tread rubber along its sides and bottom portions by a suitable anti-connection element which could be, for example,

a piece of tearable material such as cardboard, or even an incision (gap) provided between the filler material and the tread rubber. The anti-connection element has a radially outermost portion defined by undulating edges 53. As a result, the tread rubber disposed radially outwardly of the anti-connection element will occupy the recessed formed by the valleys of the undulating edge so that even when tread wear reaches the radially outermost portion (peaks) of the anti-connection element, there will still remain some of the tread rubber disposed in the valleys to define bridges extending across the filler material (as the filler material is viewed in cross-section). Those bridges will resist the efforts of centrifugal force to eject the filler material from the grooves. However, some or all of the bridges can be easily cut away in order to enable the filler material to be removed under controlled conditions.

New independent claim 18 recites, inter alia, that the anti-connection element includes at least one recess arranged such that during tire travel when the tread is flattened against a road surface and the radially outermost portion of the anti-connection element opens on to the running surface after tread wear, the rubber of the tread wear which is received in the recess is situated radially outwardly of, and in radially overlying relationship to, a portion of the filler material at a location radially inwardly of the radially outermost portion of the anti-connection element for resisting radial forces tending to eject the filler material from the tread.

Claim 19, which depends from claim 18 recites that a bridge is formed which extends completely across the filler material.

The cited prior art does not disclose such a combination, especially wherein a portion of the tread rubber still remains in radially overlying relationship to a portion of the filler material even after the filler material has been exposed as a result of

tread wear reaching the radially outermost portion of the anti-connection element. That is, in the cited prior art, once the tread wear exposes the filler material, the filler material will tend to be ejected from its groove.

It is noted that in some of the references, one axial edge of he filler material is situated radially inwardly relative to the other axial edge (e.g., see Fig. 1 of Flautt). However, under the claimed conditions, i.e., wherein the tread is flattened, those edges will be at the same radial elevation.

Accordingly, it is submitted that claim 18 and the claims depending therefrom, namely claims 19-35, are in condition for allowance.

New claim 36, which depends from claim 19, recites method steps for achieving the creation of the bridge across the filler material. It is submitted that claim 36 is allowable for the same reasons explained above in connection with claim 19.

New claim 37, which depends form claim 19, is based upon original claim 17 which was indicated as reciting allowable subject matter.

Accordingly, it is submitted that claim 36 is in allowable condition.

The specification has been amended to provide antecedent basis for language now employed in the claims, especially the term "recess".

In light of the foregoing, it is submitted that the application is in condition for allowance.

Respectfully submitted,

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